



Venice of America

CITY OF
FORT LAUDERDALE

AVIATION ADVISORY BOARD
Fort Lauderdale Executive Airport
Administrative Office-Multipurpose Room
6000 NW 21 Avenue
Fort Lauderdale, FL
Thursday, September 28, 2006, 1:30 p.m.

Cumulative Attendance

1/06 – 12/06

<u>Board Members</u>	<u>Present/Absent</u>	<u>Present</u>	<u>Absent</u>
1 William Aston	P	7	0
2 Bunney Brenneman, Chair	P	6	1
3 Lloyd Evanson	P	1	0
4 Kenneth Gross	P	3	0
5 Steve Halmos	P	2	1
6 Cynthia McDonald	P	5	2
7 John McKaye	P	6	1
8 Christopher Pollock	P	5	2
9 Joseph Scerbo	P	7	0
10 Debora VanValkenburgh	P	3	0
11 Sharon Woods	P	7	0

Airport/City Staff

Clara Bennett, Airport Manager
Mark J. Cervasio, Assistant Airport Manager
Alex Erskine, Assistant Airport Manager
Rufus A. James, Airport Operations Aide
Charles Baker, Airport Operations Aide
Fernando Blanco, Acting Airport Engineer
Debi Donato, Administrative Assistant I
Leslie Carhart, Administrative Assistant II
Sharon Dreesen, Administrative Aide

Visitors

Don Campion, Banyan Air Service
Clarence Jackson, Congressman Alcee Hastings' Office
Joan Kuntz, Sheltair
Vicki Minard, Assistant City Attorney
Steve Oenbrink, Kimley-Horn Associates
Jack Stoltzberg, Lofts of Palm Aire Village
Jeff Modarelli, Director of Business Enterprises
Keri Dooling, Aviation Legal Group

FORT LAUDERDALE EXECUTIVE AIRPORT
6000 N.W. 21ST AVENUE, SUITE 200, FORT LAUDERDALE, FLORIDA 33309
TELEPHONE (954) 828-4966, FAX (954) 938-4974

www.fortlauderdale.gov



The meeting was called to order at 1:31 p.m. by Chair Brenneman and roll was taken.

1. Approve Minutes of August 2006 Meeting

Motion was made by Mr. Pollock and seconded by Mr. Aston to approve the minutes of the August 2006 meeting. In a voice vote, the motion passed unanimously.

2. Election of New Vice Chair

Motion was made by Mr. Aston and seconded by Mr. Pollock to nominate Mr. Scerbo as vice Chair. In a voice vote, the motion passed unanimously

Chair Brenneman stated that the Board would now hear **Update Item E**; Mr. Modarelli, Business Enterprises Director, discussed the Baltimore Orioles Fort Lauderdale Spring Training Application for Certification Term Sheet, approved by the City Commission on September 19, 2006.

3. ARFF/EOC Cash Reserves Transfer

Mr. Blanco explained to the Board that this project was for the construction of an approximately 28,000 square foot facility to provide a combined replacement for Fire Station 53, located at N.W. 55th Court and N.W. 23rd Ave., and Fire Station 88, currently located at N.W. 21st Ave. and N.W. 64th St. This facility would house the City's Emergency Operation Center, a Fire Training Facility and the Hazardous Materials Crew.

Mr. Blanco continued that Kimley-Horn and their architectural sub-consultant, Acai & Associates, had designed the project under previous task orders. The design task orders included providing the following services: planning and schematic design; civil/drainage, landscaping design; architectural; selection of interior finishes; administrative processing (Development Review Committee and Planning and Zoning submittals and revisions, and bidding assistance), and building and engineering permitting assistance.

Mr. Blanco reported that the project was advertised on March 29, 2006 to four pre-qualified construction firms. Two bids had been received, with West Construction presenting the lowest bid of \$7,204,000. In addition, Kimley-Horn would provide construction inspection and support services in the amount of \$762,706. These services included: revising plans per permitting comments; daily site inspections; weekly construction meetings; review and approval of shop drawings; product data; samples for conformance to project specifications; review of change orders, and addressing contractor's requests for information. A 10% contingency fee had also been included in the contract for any unforeseen conditions that may occur. Mr. Blanco stated that the total project cost was approximately \$8,687,106.

Mr. Blanco stated that the project was funded out of the Airport's Capital Improvement Program; a grant from the Florida Department of Transportation (FDOT); the Fire Department's Capital Improvement Program, and revenues from the Fire Safety Bond. The Airport and FDOT were participating in funding the ARFF/EOC portion of this facility with the Fire Department providing the remaining funding.

Mr. Blanco explained that the breakdown of the funding was expressed as a percentage of the estimated square footage for the replacement of Station 53 and the City's EOC center to the square footage of the total facility. FXE's portion was approximately 38.8 percent, approximately \$3,370,597.44. Mr. Blanco explained that currently, the Airport had approximately \$2,396,576 in the project fund, so \$974,021.44 must be transferred from the Airport's cash reserves into project P10363.

Staff Recommendation:

The staff recommends approval of the transfer from the Airport's retained earnings fund of \$974,021.44 as the Airport's contributing portion to Airport Rescue Fire Fighting/Emergency Operations Center.

Mr. Halmos and Mr. Scerbo remarked that this seemed like a lot of money. Mr. Blanco stated that their estimate had been \$6.8 million, so \$7.2 million was within 10% of the estimate. Mr. Blanco explained to Mr. Scerbo that the contractors were selected after a pre-qualification advertisement was sent to contractors in Dade, Broward and Palm Beach Counties. Of the four contractors who met the requirements, three had picked up plans and two had submitted bids. The other bid had been almost \$1 million higher and was incomplete. Mr. Aston felt they should widen the search area. Mr. Scerbo agreed, and felt it should be a national search.

Mr. Blanco stated that the consultants would perform the project oversight and inspections due to the shortage of city inspectors at the moment. Ms. Woods remarked that there was a shortage in south Florida of qualified building code inspectors, and City had resorted to contracting some of this work out. Mr. Pollock pointed out that waiting for City inspections could sometimes take weeks due to the staff shortage, delaying many current projects.

Mr. Cervasio confirmed that these inspections were to confirm contract compliance, not City code compliance. If City inspectors performed these inspections, they would be compensated as well. Mr. Cervasio noted that this was more a Fire Department project than an Airport project. Ms. Bennett reminded the Board that the Task Orders and contracts had been reviewed and approved by the Board earlier in the project.

Ms. Bennett explained that the original budgeted amount had become outdated as costs increased dramatically due to the delay, the project changes, and hurricane issues. Because the

additional costs not covered in their current CIP or operating budget, there was a balance in their retained earnings that could be used for this, but this required AAB and City Commission approval.

Mr. Halmos wondered what would happen if the Board refused to transfer the funds. Ms. Bennett explained that if the Board did not approve moving the funds, Staff would send the item to the City Commission and inform them that the AAB had recommended against the transfer, while Staff recommended approval of the transfer. The City Commission would make the final decision. If they refused the transfer, the Airport's contribution would be limited to the original budgeted amount.

Mr. Halmos was concerned about the process that had resulted in the need for the additional funds, and Ms. Bennett explained the Board's participation in the grant and Task Order process. She added that this was essentially a Fire Station project that the Airport happened to be participating in, and the City Commission had established a committee to oversee the Fire Station projects approved under the voter-approved bond referendum. She agreed to ask the director of Public Works Department to attend a future meeting to explain this process to the Board if they desired.

Motion was made by Mr. Pollock and seconded by Ms. Woods to approve the staff recommendation. In a voice vote, motion passed unanimously.

4. KHA Task Order 23 for Runway and Taxiway Surveys

Mr. Blanco explained that Task Order No. 23 was the next phase in a program to map the Airport's runways, taxiways, and lease parcels into a system that would be compatible with the City's GIS system and potential airport data management programs. It would also allow the Airport to more accurately locate its existing lease parcels in relation to the runway system and to the FXE plat.

Mr. Blanco reported that the first phase, recently completed under Task Order No. 12, consisted of the preparation of a Special Purpose Survey to delineate the Airport plat. The next phase consisted of field locating the centerline of Runway 8-26 and the airside taxiways. Services to be provided under this task order would include: attending airport training meetings; field work to locate runway/taxiways; processing field data; revising Special Purpose Survey; review/revision of data with City staff, and monumenting of selected points along the perimeter of the Runway Safety Area.

Mr. Blanco informed the Board that Staff had negotiated the above Task Order 12 and fees with Kimley-Horn to provide professional surveying services in the amount of \$55,128. Funds for

this Task Order were available by transferring \$55,128 from P10462-Executive Airport Security & Access Program.

Mr. Blanco stated that Airport Staff and the Consultant Selection and Negotiation Committee (CSNC) had reviewed the Task Order and fees, and pending concurrence by the CSNC, Staff recommended approval of Task Order No. 23 with Kimley-Horn.

Mr. Blanco stated that this would tie in the taxiway and Runway 26 to the plat. Once this was completed, they would have a consistent runway/taxiway system. The next phase would address the parcels.

Mr. Steve Oenbrink, Kimley-Horn Associates, explained that every other airport in south Florida used the centerline of the runway as the grid on which the airport was laid out.

Mr. Blanco explained that Kimley-Horn had been selected through the CCNA process as their consultant, and this project was covered by that contract. Mr. Cervasio described how the CCNA committee worked with the consultant and Staff throughout the project. He pointed out that this was done to avoid being forced to accept the low bid. Mr. Cervasio said funding agencies recognized that they must work with the consultant and use them "almost as an extension of Staff." This was why firms were ranked first, and then Staff negotiated with them.

Staff Recommendation:

The staff recommends approval of the proposed Task Order No. 23 with Kimley-Horn and Associates, Inc. for surveying services for the runway and taxiways in the amount of \$55,128.00, and that Task Order No. 23 be recommended to the City Commission, subject to review and approval by the Board.

Motion was made by Ms. VanValkenburgh and seconded by Ms. McDonald to approve the staff recommendation. In a voice vote, motion passed unanimously.

5. KHA Task Order 24 for Airport Pavement Management System

Mr. Blanco informed the Board that Task Order No. 24 was for developing an Airport Pavement Management System (APMS) to prioritize future pavement rehabilitation projects. This was required by the Federal Aviation Administration (FAA) to support any requests for funding of airport pavement replacement or reconstruction projects.

Mr. Blanco informed the Board that the tasks involved in producing an APMS included reviewing record construction drawings and other existing information, and visual inspections to determine the condition of the pavement. The result would be used to develop a Pavement Condition Index (PCI), a number that indicated the condition of a particular pavement section

at a point in time. The PCI would be incorporated into a color-coded base map showing the different airfield pavement conditions.

Mr. Blanco stated that aircraft demand forecasts, traffic patterns, frequency, and operational weight would also be reviewed and used to develop maintenance and repair policies and costs for each pavement section(s), and the information would be integrated into the City's GIS system. An economic analysis would be developed based on cost benefit analysis for implementing each option, and these would be prioritized based on pavement condition and funding sources over a 5-10 year period. A final report summarizing the findings and developing a system to support pavement rehabilitation and maintenance plans would be created.

Mr. Blanco reported that Staff had negotiated the above Task Order 24 and the associated fees with Kimley-Horn to provide an Airport Pavement Management System in the amount of \$137,939. Funds for this Task Order were available by transferring \$137,939 from P10374- Executive Airport Construct Apron.

Mr. Blanco informed the Board that Airport staff and the CSNC had reviewed both the Task Order and fees, and pending concurrence by the CSNC, Staff recommended approval of Task Order No. 24 with Kimley-Horn.

Staff Recommendation:

The staff recommends approval of the proposed Task Order No. 24 with Kimley-Horn and Associates, Inc. for developing an Airport Pavement Management System in the amount of \$137,939, and that Task Order No. 24 be recommended to the City Commission, subject to review and approval by the Board.

Motion was made by Ms. VanValkenburgh and seconded by Ms. Woods to approve the staff recommendation. In a voice vote, motion passed unanimously.

Update Items

A. Consultant Selection and Negotiation Committee

Ms. Bennett reported that on January 13, 1998, the City Commission re-established the Consultant Selection and Negotiation Committee (CSNC) to assist the Airport in obtaining the services of a general aviation consultant to implement portions of the Airport's proposed Capital Improvements Projects. The CSNC also assisted in the review and approval of Task Orders negotiated between the City and the Airport's consultant, Kimley-Horn & Associates, Inc. for improvements to the Airport. The membership of the Committee consisted of the following individuals: Voting Members: Tom Newman, Neighborhood Representative;

Don Bastedo, Neighborhood Representative; Mark J. Cervasio, Airport Management; Earl Prizlee, Public Services/Engineering; Rebecca L. Mainardi, FDOT/OMD/Section and Rail Leader; Non-Voting Members: Clara Bennett, Airport Management; Fernando Blanco, Public Services/Engineering.

Ms. Bennett explained that since Mr. Newman had moved out of Fort Lauderdale the Committee was short one voting member. Mr. Joe Scerbo, member of the Aviation Advisory Board and resident of Northeast Fort Lauderdale, had agreed to serve on the Committee as a voting member. Ms. Bennett noted that Mr. Scerbo had an extensive background in engineering and in the bidding and procurement process and had served on the Aviation Advisory Board for the past three years.

B. Noise Compatibility Program

Noise Monitor Calibration:

Mr. Cervasio explained that FXE maintained six permanent noise monitors located in the surrounding the communities. As part of the Airport's annual maintenance contract of these monitors, the Rannoch Corporation was responsible for their calibration. The sub-contractor, Southeast Acoustical Services, had conducted the annual calibrations on August 25, 2006.

Airport Programs Administrative Aide and Airport Intern:

Mr. Cervasio informed the Board that FXE was in the process of hiring an Airport Programs Administrative Aide and an Airport Intern to work in the Noise Abatement Office. Staff expected the Intern to start Monday of next week and the Programs Administrative Aide to start within two to three weeks. These new employees would be introduced to the Board at the next AAB meeting.

Nighttime and I-95 Turn:

Ms. Bennett reported that there had been no straight-out departures at night during September.

Ms. Bennett introduced Charles Baker, Airport Operations Aide. Mr. Baker said he was from Pittsburgh, and was a third-generation private pilot.

Mr. Jack Stoltzberg, Lofts of Palm Aire Village, said, "Something must be working well here" because he was not disturbed by airplane noise at his home. He thanked the Board and Staff for their efforts in this regard.

C. Development and Construction

Airport Projects in Development

Airport Drainage Project

Mr. James reminded the Board that at their May 25, 2006 meeting, they had approved Staff's recommendation to accept a Supplemental Joint Participation Agreement (SJPA) from the Florida Department of Transportation (FDOT). The SJPA amended the project description to include additional drainage improvements in several locations, and the project would include removing asphalt pavement and rock base, and adding swales in the same areas to accommodate the rainfall runoff from Runway 13-31. Mr. James stated that construction plans were 60% complete and would go out for bid in October. Pending the receipt of responsive bid proposals, a tentative start date was scheduled for January 2007.

Airfield Pavement Markings Rehabilitation Project

Mr. James reminded the Board that at their August 25, 2005 meeting, they had approved a staff recommendation for the City to enter into a JPA with the FDOT to accept grant funding to rehabilitate the airfield pavement markings. He explained that the project included rehabilitation of taxiway centerlines and edge lines, runway hold short bars, taxiway guidance signs and other essential markings to help reduce the occurrence of surface incidents. He stated that construction plans were 30% complete and the project would go out for bids at the beginning of calendar year 2007. He agreed to provide the board with an update when plans were completed and responsive bids had been received.

Mr. Pollock asked for August 2005 customs figures for comparison; Mr. Erskine agreed to provide this data to the Board.

Mr. Aston asked about the communication Staff had promised to conduct with the noisier pilots. Ms. Bennett explained that Ms. Deardorff did this every day; if a complaint was received, Ms. Deardorff made contact with the pilot. Ms. Bennett remarked that the noise complaints were generally against different, transient planes. Ms. Deardorff was currently revamping the pilot outreach program that Ms. Bennett hoped she would report on this to the Board next month.

D. Arrearages

There were no arrearages to report in rent or fuel flowage.

**E. Baltimore Orioles - Fort Lauderdale Stadium Spring Training -
Application for Certification Term Sheet**

[This item was taken out of order]

Mr. Modarelli explained that the City Commission had moved the Orioles' request forward. The grant application was due the following Monday, and the City would then move to finalize the details. Mr. Modarelli stated that many issues remained to be better defined between the City of Fort Lauderdale, the Orioles and the County Commission.

Mr. Aston said he saw no benefit to the Airport, and felt there were gaps in how the rent and land use had been addressed. Mr. Aston thought there had been a rush to file and the proper homework had not been done to secure the support of the AAB and residents. Mr. Aston said he was unaware of any demonstration that had been made of how this proposal would have any positive effect on the community. Specifically, Mr. Aston noted they would not see any increase in rent or possible profits.

Mr. Modarelli agreed that the application had been put together quickly, and clarified that this term sheet was a "skeleton" of what they would need to present to the Commission prior to January 1. Between now and then, they had time to get additional input and iron out the details.

Mr. Modarelli explained to Chair Brenneman that if this plan were moved forward, Lockhart Stadium would be demolished and replaced with four practice fields. This was necessary in order for the Orioles to move their entire spring training operation to Fort Lauderdale. The Orioles had also agreed to make provisions for the high school to play soccer and football at the new stadium.

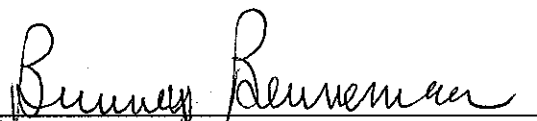
Mr. Modarelli informed the Board that at Tuesday's County Commission meeting, the County had moved to provide "no less than \$800,000" in funding [as opposed to the term sheet's \$1 million estimate]. The Orioles would make up this shortfall.

Mr. Modarelli estimated that the Orioles now paid approximately \$50,000 - \$60,000 in rent to the Airport [5% of the gross receipts]. The \$350,000 mentioned in the term sheet would be paid to the City, and the 5% of gross receipts would continue to be paid to the Airport Enterprise Fund. Mr. Modarelli explained to Mr. Halmos that the Orioles had agreed to work with the Parks and Recreation Director to determine how the City could use the fields.

Mr. Modarelli explained that two studies had been conducted to determine the benefits a City would reap in terms of bed tax and total additional tourism dollars from a baseball spring training camp. Mr. Aston felt this concept was "filled with smoke and mirrors." Mr. Aston thought they should determine the best use for the property before considering leasing it.

Next scheduled meeting date: Tuesday – October 24, 2006 – 1:30 PM.

There being no further business before the Board, the meeting adjourned at 2:54 p.m.


Bunney Brenneman, Chairman

PLEASE NOTE:

If any persons decide to appeal any decision made with respect to any matter considered at this public meeting or hearing, he/she will need a record of the proceedings and, for such purpose, he/she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.